

## INTERSTATE 19 - FRONTAGE ROADS STUDY

Contract T0449P0001  
Purchase Order PG KG2999  
Task Assignment TPD01-08

### TECHNICAL ADVISORY COMMITTEE MEETING NO. 1

August 21, 2007  
Town of Sahuarita  
Public Works Building Conference Room  
14311-1 S Rancho Sahuarita Blvd  
Sahuarita, Arizona 85629  
1:30 p.m. - 3:00 p.m.

### ATTENDANCE

Danny Granillo, *ADOT Tucson District*  
Sharon Mitchell, *SEAGO*  
Dennis Alvarez, *Santa Cruz County*  
Steve Wilson, *ADOT Statewide  
Management*  
Jonathan Crowe, *Pima County DOT*  
Terry Shannon, *Greater Nogales and  
Santa Cruz County Port Authority, Inc.*  
Paul Castellano, *Arizona DPS (by  
proxy)*  
Sandra Stone, *GVCCC*  
Russ Symes, *GVCCC*  
Lee Frankel, *Fresh Produce Assoc. of the  
Americas*  
Ed Stillings, *Federal Highway  
Administration*  
Dick Davis, *PAG*

Jeremy Papuga, *PAG*  
Mark Pugh, *San Xavier District of  
Tohono O'odham Nation*  
Bob Welsh, *Town of Sahuarita*  
Jesus Valdez, *Town of Sahuarita*  
Tim Bolton, *ASLD*  
Rudy Perez, *ADOT TPD*  
Arnold Burnham, *ADOT TPD*  
Charlene FitzGerald, *ADOT TPD  
(Project Manager)*  
Larry Maucher, *ADOT Tucson District*  
Terry Shannon, *Shannon Brokerage  
Company*

### Consultant Staff in Attendance

Dave Perkins, *Kimley-Horn & Associates, Inc.*  
Brent Crowther, *Kimley-Horn & Associates, Inc.*

## MEETING SUMMARY

A Technical Advisory Committee Meeting of the Interstate 19 Frontage Road Study was held on August 21, 2007 at the Town of Sahuarita Public Works Building. The meeting began at 1:30 p.m. and adjourned at 3:00 p.m.

Arnold Burnham, ADOT, opened the meeting and thanked all for their attendance. He introduced Charlene FitzGerald as the ADOT Project Manager for this study. Agenda items included an overview of TAC roles and responsibility, work plan and schedule, public involvement plan, and TAC comments on work plan, study issues, and study expectations.

The following are key points for each agenda item that were discussed during the meeting.

### Welcome and Introductions

1. Arnold Burnham stated that this study will be responsive to the needs to the stakeholders. Areas that will be looked at are frontage roads, multi-modal including golf carts, pedestrians, and bicyclists. The study will also provide an update to the five-year plan and provide recommendations for input to the long-range transportation plan.

### Committee Role and Responsibility

2. TAC members will be given all meeting minutes and study documents that are produced during the study. The TAC is critical to issue identification and resolution. An important role of the TAC is to identify other stakeholders that are relevant to this study. TAC members will also be asked to suggest TAC meeting and open house locations.
3. The TAC is vital to coordination with other on-going and completed studies.
4. The TAC is requested to keep elected officials informed as the study progresses. An important role of the TAC is to listen to what their constituents are saying about the study, and provide that input to the study team.

### Work Plan and Schedule

5. Dave Perkins provided an overview of study expectations, work plan, and scope of work. TAC meetings will be held approximately every 3rd month. A Work Plan and project schedule were distributed to the TAC.
6. The I-19 Frontage Road Study will result in 3 working papers and 2 public involvement summary reports. Project objectives are:
  - a. Document existing (2007) transportation conditions on existing frontage roads.
  - b. Document and assess status of long-term recommendations for the I-19 corridor from completed studies, document status of the recommendations, and confirm need for the recommendations as appropriate.

- c. For a 10-year planning horizon (2017), perform a multi-modal safety and operations evaluation of the existing frontage roads.
  - d. Assess ADOT policies relating to construction, maintenance, and operations of frontage roads within the study area.
  - e. Conduct stakeholder agency meetings to determine agency perspectives on I-19 frontage roads.
  - f. Develop a policy recommendation to ADOT for function, construction, maintenance, and operations of frontage roads within the study area.
  - g. Develop a program of improvements to existing frontage roads within the study area.
7. Dave Perkins summarized key aspects of completed studies and other on-going projects.
  - a. ADOT will be commencing a study to connect I-19 to Mariposa POE.
  - b. The ADOT I-19 Corridor Study recommended against frontage roads being constructed north of Valencia Road. This is primarily because frontage roads and single-point urban interchanges are not compatible.
  - c. A project is underway to provide continuity between Continental Road and Canoa Road. The conversion to one-way frontage roads in this area first requires the overpass at El En Canto to be constructed.
  - d. A rotary is being constructed at Country Club Road.
  - e. The Southeast Arizona Regional Transportation Profile includes recommendations for frontage roads.
  - f. The Unified Nogales Transportation Study calls for continuous frontage roads in the Nogales area.

### **Public Involvement Plan**

- Kimley-Horn and Associates, Inc. will be responsible for public involvement, in coordination with ADOT Communications and Community Partnerships.

### **TAC Comments on Work Plan, Study Issues, and Study Expectations**

#### **Alternate Modes**

8. RTA has funded construction of a Park and Ride lot along I-19. A potential site has been identified near the I-19 Frontage Road/Continental Road intersection (Westside of I-19).
9. RTA has funded transit circulator/express bus service for the Green Valley/Sahuarita area. Service is scheduled to start in 2009. This new transit service would serve the Park and Ride lot (see No. 1).
10. Multi-use lanes are needed along I-19 Frontage Roads near Tubac, Green Valley, and interchange areas. There is a desire that multi-use lanes should accommodate use by golf carts.

#### **Access and Development**

11. Access issues that currently exist near the I-19/Ruby Road interchange will be exacerbated with new development planned near the interchange (a hospital on the

- southwest quadrant, a convenience store on the southeast quadrant, and access to Railroad Drive on the Westside of I-19.
12. A need has been identified for extension of the I-19 Frontage Road, south of Country Club Drive to provide access to/from a planned 2,000 home development south of Country Club Drive, west of I-19.
  13. Access to the I-19 Frontage Road will be required near the I-19/Chavez Siding Road interchange for a planned 5,000 home development, east of I-19.
  14. Development is planned (Soppori Ranch) near the I-19/Aravaca Road interchange. Improved access is needed to the I-19 Frontage Road between Peck Canyon Road and Palo Parado.
  15. Significant commercial development will impact traffic operations at the I-19/Irvington interchange.
  16. Development of American-Nevada property near the Pima Mine Road/Mission Road intersection will access I-19 at the Pima Mine Road interchange.

### **Safety and Roadway Design**

17. Ramp identification signs need to be installed at the Exit 12 interchange and on the I-19 Frontage Road between County Club Drive and the fire station. Ramp identification signs are used in the reporting of traffic crashes and maintenance needs.
18. Design of the eastside I-19 Frontage Road between Continental Road and Canoa Road by the Pima County Department of Transportation may request a design-exception of the 50-foot separation between the frontage road and mainline to reduce or eliminate the need for right-of-way acquisition.
19. Drainage issues exist on the I-19 Frontage Road, north of Duval Mine Road on the eastside of I-19.
20. Pavement preservation is needed on the I-19 Frontage Road near the Dairy Queen.
21. Sight distance, truck operating conditions, and shoulder width are issues on the I-19 Frontage Road between Country Club Drive and Ruby Road, west of I-19.
22. Shoulder width and absence of bike lanes are issues on the I-19 Frontage Road between Exit 8 and Ruby Road, east of I-19.
23. Signal timing and traffic operations are issues on the I-19/Ruby Road interchange for northbound to westbound traffic movements.
24. Roundabouts are being designed for the intersections of Canoa Road and the I-19 Frontage Roads, east and west of I-19.
25. The permanent Border Patrol checkpoint facility to be located near kilometer post 50 may impact the current alignment of I-19 Frontage Roads.

### **Environmental Issues**

26. Pavement preservation projects in the vicinity of homes or sensitive receptors should use rubberized asphalt to reduce noise levels.
27. Noise studies and noise mitigation is needed near residences and other sensitive receptors located near I-19 Frontage Roads.

### **Funding**

28. RTA has funded construction of a Park and Ride lot along I-19. A potential site has been identified near the I-19 Frontage Road/Continental Road intersection (Westside of I-19).
29. RTA has funded transit circulator/express bus service for the Green Valley/Sahuarita area. Service is scheduled to start in 2009. This new transit service would serve the Park and Ride lot (see No. 1).
30. Federal funding for frontage road improvements may be limited to one-way frontage roads or the conversion of two-way frontage roads to one-way frontage roads.
31. RTA funding is available for wildlife passages in the PAG planning region.

#### **Other Studies**

32. The CANAMEX trade corridor should be considered in the I-19 Frontage Road Study. Marisa Walker of the Arizona Department of Commerce is the CANAMEX contact person.
33. The ADOT Bottleneck Study underway by the University of Arizona should be considered in the I-19 Frontage Road Study. Rudy Perez is the ADOT contact person.
34. A Design Concept Report has been prepared for the I-19/Palo Parado interchange. The DCR includes a bridge across the Santa Cruz River connecting Pendelton Road with I-19. A short segment of frontage road exists on the eastside of I-19.
35. ADOT is currently conducting a feasibility study for the relocation of the I-19/Pima Mine Road interchange approximately one-half mile to the north of the current interchange location.
36. The I-19 Frontage Road between Yavapai Road and Peck Canyon Road is the responsibility of Santa Cruz County, not ADOT.
37. The Mariposa Port of Entry has received funding for expansion of the port facility which will increase international flow through the port. ADOT will soon request proposals for a feasibility study for a new roadway connection between the Mariposa Port of Entry and I-19.
38. The ADOT I-19 Corridor Study and General Plan identified the need for a new interchange at Los Reales Road.